



"[air navigation control, [...]] is a task involving the exercise of public authority and is not of an economic nature, since that activity constitutes a service in the public interest which is intended to protect both the users of air transport and the populations affected by aircraft flying over them".

(Extract of decision C.364/92 of the European Court of Justice).

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PRESS RELEASE

Major Academic research supports ATCEUC view on the role of ANSPs

Brussels, 1st July 2022

"The report released by the research team composed by Professor Peter Turnbull (University of Bristol), Dr Huw Thomas (University College Dublin) and Professor Geraint Harvey (Western University) on the impact of COVID-19 on Air Navigation Service Providers (ANSPs) while all the major ATM stakeholders were gathering in Madrid at the World ATM Conference, clearly shows what ATCEUC and other ATM PSOs are stating since a long time. The "infrastructural nature" of the ATM services, is based on a factual point of view" **says Mr Volker Dick, ATCEUC President.**

"During the last two years, especially at the peak of the pandemic" **he continues**, "everyone could understand how important it is for the whole community, to have a safe and continuous service, not only for the commercial aviation - if it flies - but for the military, emergency, cargo and repatriation flights".

"Those flights were held in the interest of the National and Pan-European communities and they had to be assisted by the ANSPs and the ATM Professionals, with ATCOs on the frontline" **says Mr Xavier Wirth, ATCEUC 1st Vice-President**, "while the ANSPs were not receiving any payments from the missing commercial flights"

"It is now clear to everyone, honestly looking at the recent past, that ATM is an Infrastructure and it has to be, at least to a certain extent, financed like any other infrastructure by the whole communities." **continues Mr Wirth.** "Continuing to push on the ATM staff to cut costs by merging sectors of airspace or reducing training is wrong. It will destroy the social relations

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and the ability to perform safe operations on which the growth of the Aviation System has been built.”

“The research shows that this wrong behaviour was taking place both in larger and in smaller parts of the Aviation system and the crisis the system is experiencing now, being unable to cope with the demand, is the natural result of this lack of vision by the Political decision makers and the Management they have tasked to handle the system” **concludes Mr Dick.**

ATCEUC strongly supports the result of the Academic research, asking all the stakeholders to stop dreaming of science fiction and a system that shall solve all problems but will only be implemented in decades but to start working to rebuild the good social dialogue among partners fundamental to tackle the current problems. The latest technical problems in different ANSPs and the research show clearly, not to consider the Humans in ATM will lead to an even larger crisis.

The Academic Report can be found at the following [LINK](#)

For further information contact secretariat@atceuc.org

END OF PRESS RELEASE

Air Traffic Controllers European Unions Coordination (ATCEUC) was created in 1989 and is currently composed of 32 professional and autonomous trade unions representing more than 14000 Air Traffic Controllers (ATCOs) and Air Traffic Safety Electronics Personnel (ATSEPs) throughout Europe. ATCEUC is part of the "European Union Sectoral Social Dialogue - Civil Aviation" in the air traffic management field and it is recognised as a full member of the ICB. ATCEUC with its experts participates in every work group where the voice of its Members can and have to be expressed: SESAR JU, TSG, EGHD, EASA STeB, EASC, ASPReT, ATM Partners and other workshops or programmes within the framework of EUROCONTROL and the European Commission.